

The International Teamster



MAY 1950



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WE ARE FIGHTING BACK!

By J. H. OLDENBROECK

Secretary-General

INTERNATIONAL CONFEDERATION
OF FREE TRADE UNIONS



FREE labor in Europe is fighting back at Communism and the Communists.

We are entering a most critical stage in Europe. We have prevented the Communists from sabotaging the Marshall Plan. We intend to see that they do not sabotage the North Atlantic Pact and the Military Assistance Program.

Free people of Europe are fighting for their lives—they have been fighting totalitarianism for more than ten years—before World War II; against the Nazis, and after the war, against the Communists who would dominate the continent. The International Confederation of Trade Unions is leading the fight for freedom in Europe. We are not going to let our brethren down—we intend to fight back!

Jacobus Hendrick Oldenbroeck, a Dutchman, is one of the world's outstanding trade unionists. Prominent as an official of the International Transport Workers Federation, Oldenbroeck achieved distinction before the war. A passionate believer in freedom, Oldenbroeck was a leader in anti-Nazi efforts in World War II. He was named Secretary-General of the ICFTU last year.

The International Teamster



DANIEL J. TOBIN • Editor
THOMAS E. FLYNN • Assistant Editor

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Lest We Forget

It is only five years since the last shooting stopped, and to those families whom the war deprived of sons, time has scarcely had a chance to work the healing powers claimed for it. On Memorial Day, we pay our respects to the heroic dead of all wars, but the most poignant and saddest memories are for those who lost friends, relatives, or sons in the last war. The last war is always the bitterest.

The speakers who eulogize our war dead this May 30, while recounting the heroic deeds of the past, may well pause to take a look at the future. Fraught with ominous portents, it is a time for a high display of nerve, muscle and sinew on the part of all Americans.

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Timely Remarks

by DANIEL J. TOBIN

On the Chicago Conference

The last reports I have had from the conference of the different departments of the International Union which was held in Chicago recently is that the conference was quite a success and that plans have been laid to carry on an intensive organizing campaign.

The conference was in session Monday, Tuesday and Wednesday, April 17, 18, and 19. One thing I appreciate about the conference and about other serious conferences that are held throughout the nation by our organization is that the spokesmen did not tell everything they were going to do to the public, or to the press. The best strategy is employed by labor men when they quit talking about what they are going to do and what they are not going to do. If you give the enemy your plan of campaign then he too is prepared to work against you. We could not win a World War under Pershing or Eisenhower if the Germans and all the others who were our enemies knew exactly what our armies were going to do. An organizing campaign cannot be won by telling the bosses, through the columns of the press, everything you have got in your mind.

The cause of most of labor's misfortunes at this time is due to men who are dying for publicity. Our enemies will do nothing to help us. We are just playing into their hands. Therefore, our plan of campaign should be held within our own councils.

I have got to credit Lewis because of the fact that he keeps his mouth shut in all of his actions. He does not tell the operators or the public or the government what he is going to do. I think that is one of the reasons that the coal diggers have been somewhat successful.

There is another thing about another great labor man that I like, although I will not mention his name, and that is that he devotes himself entirely to his union, the union that pays him. All of our In-

ternational officers are bound strictly to the one principle which has helped us to be somewhat successful during all the years that have gone and that is that we devote our time and accept no salaries or any other monetary considerations from anyone but from our employer, The International Brotherhood of Teamsters. You who are business agents do likewise and I promise you that you will be successful when the roll is called and you answer to the Great Creator of the universe.

I have repeatedly read the lines: "Only the good that men do lives after them." I like to keep looking at that on the little placard over my desk. How men disagree and how nations murder each other in war is more than the human mind can understand. Jealousies within unions as within employers' organizations are the cause of most of the distress prevailing. Employers' organizations can disagree but they soon make up, but the enmity and jealousy sometimes prevailing in the labor movement is not only injurious to the individuals participating but seriously injures and criminally wrongs the rank and file of the membership. Certainly I fully understand that laboring men can't all be of the same kind but when the day's work is over there should be no such thing as knifing the other fellow in the back because he disagreed with you.

I don't know of any movement, even in the church, where there is such unity as there is in labor. The different denominations of religion may sometimes hate each other. Most of the wars in Europe in the centuries past were what we called religious wars. Most of the success of labor is due to the unity and understanding and exchanging of thoughts and opinions within the leadership of labor. Everyone can't be a labor leader and many so-called labor leaders have blundered. Why not? They are only human. But in all the history of labor and its advancement, looking back over the years, success beyond expectation has come to the workers as the result of the unity and brainy, wholesome planning of the men who were elected to handle the affairs of their unions.

There would be no division in the American Federation of Labor if it were not for the blind desire of some men to be in the limelight and to become tops, so called boss leaders. I worked with most of them and I know the good from the bad and I know how difficult it is to be pleasing to all. That is impossible, but the man who is right and does what is right in labor is the man who will live long after he has passed out of this mortal life. The detestable ambition for publicity and power not only has

destroyed nations but it has destroyed individuals even within the labor movement.

"Only the good that men do lives after them."

On the Ohio Election

I don't believe I should try to predict what will happen this year in the Congressional or Senate elections. I am quite sure that labor will be somewhat disappointed because my analysis at this time is that the working men and women of the nation won't go to the polls in November. They have lost faith in the Southern Democrats and it has been proven to the toilers that pledges amount to nothing.

I am going to the polls and I am going to vote and I am going to get everyone I can to go to the polls because whatever hope we have of getting the Taft-Hartley Law repealed is through the party now controlling the congress. At this moment, it is my personal opinion that Taft will be reelected in Ohio to the United States Senate. Taft has made one of the most careful and strenuous campaigns that I have ever known a Senator to make in this country of ours. On the other hand the opposition ticket has no unity. If they have any really big men in the Democratic Party in Ohio they don't seem to be too anxious to take the job of running against Taft but it is now nearly six months until the day of election and what I am asking our leaders to do is to endeavor to start the ball rolling with their wives, their friends, their children and get every man and woman to the polls to vote against Taft. To give Taft a close run for his money will perhaps convince the Republican machinery in 1952 that the reason for them being out of office for so many years is the Taft-Hartley Law and they might, under the leadership of somebody besides Taft, modify their fight against labor and they might decide, as has been proven, that the Taft-Hartley Law has been a failure.

A Tribute to FDR

I am not a prohibitionist, I never was. I went through four campaigns handling the labor end of the campaigns for Franklin Roosevelt in 1932, 1936, 1940 and 1944. Roosevelt was a great man and when I say great, I mean so far ahead of anyone today in public life, as far as I know, that there is no one that can come anywhere near him. Oh, yes, I know all about him being born to wealth. That did not change him one iota. He was as human and honorable and was as great a statesman as any man

I believe our, or any other country, ever produced.

After the partial destruction of France by the Germans in 1871-1872 by that great military genius Bismarck, who was then the top man in Germany, someone asked a question of a number of professors as to who were the three greatest men in the world at that time and the answer was Gladstone, who was Prime Minister of England, a liberal, Pope Leo XIII, and Bismarck. Gladstone and Pope Leo were opposed to war. Bismarck was a military madman, if ever there was one. He built up the military machinery of Germany which was the cause of the first World War and he tutored, instructed and spent days and nights and years injecting into the blood of Kaiser Wilhelm the great virtues surrounding war by the destruction of the incompetents. I think if there was a question raised today as to who the greatest man in the world was during the years between 1932 and 1944, the answer would be Franklin D. Roosevelt. No, I am not an idolater of men. I bow my head to those in authority but in my soul I only respect the men that I believe are sincere, clean, decent, filled with ennobling desires to better the human family. Roosevelt was one of those men. How do I know? Because I was associated with him pretty closely for over 16 years and I had behind me the great masses of the working people of America in each election. I know I should not have taken on the job as Chairman of the Labor Division after the first election in 1932 but I kept going on and going on because Roosevelt had an irresistible power over the average human being that it was difficult, even heartbreaking, to have to refuse him anything that he asked in the shape of help, from my people and from me.

I would go into his office and would have my mind made up before going in that there were three questions I would insist on asking. The President had a habit of talking a great deal and using up your time, which was about 15 or 18 minutes. Then General Watson would come to the door leading from the waiting room to the private office of the President and put his finger up or say that some ambassador or some member of the cabinet or some leader in the Senate was waiting outside. I would come out of the office with only one of the three questions barely answered and I would talk to myself going down the driveway and say how soft I was that I could not carry out the promises that I had made to myself to put forward questions. He was the salt of the earth and as human an individual as I think ever existed in our country and I have read the biographies of the great men that have gone ahead

of him from Washington, Lincoln, Woodrow Wilson and the others, down the years.

In 1932, up to the end of the first week in October, we had no hope that we could win the election for Roosevelt. There was running against him a man who was thoroughly honest, but who knew nothing about our country, Herbert Hoover. To be a successful leader in anything you must know what you are leading. Hoover was backed by all the big interests in America and by all the employers who hated labor and, believe it or not, we had no hope of winning the election until about the 15th or 18th of October, 1932. Even then we were doubtful but labor in its masses never worked so hard as they did to elect Franklin Roosevelt and labor was a unit. The workers of the nation followed our flag and that happened for three other elections. It was tough to try to elect a man for the fourth time. It was unheard of. Franklin Roosevelt loved to violate so-called existing rules, just as he tried to revolutionize the Supreme Court of the United States which was somewhat influenced in those days by big business. He did not succeed 100 per cent but I will venture to say that when history is written the work of Roosevelt in changing that court to a progressive court, will be one of the great achievements of this great man.

Some people are wondering why I am not out in front again in the ranks of labor and democracy carrying the banner of democracy. The answer is this, that I did 16 years of that work, four general elections where we elected our candidate each time and had the rank and file, the masses of the working

people. I think I have done my day's work in the vineyard of labor politics. Now it is up to someone else to carry the banner which after four elections I have turned over to others. No grafting monstrosity, filled with the cancerous disease of his own self-importance, was able to set our labor agitation aside when we floated the banner of Roosevelt and humanity throughout the 48 states from 1932 to 1944. We did it not so much for the man as for the cause and the principles which were part of the man Roosevelt. We spent our own money everywhere in accordance with the laws.

After the dinner in Washington in September 1944, where Roosevelt opened his campaign in the Statler Hotel, I held a meeting the next day, Sunday, of the delegates and I had pledged to me therein at that meeting, and I observed all the laws, a considerable sum to aid in the campaign and every dollar of those pledges was made good by our representatives. I headed the campaign myself with a \$1,000 personal check. I was followed with the same amount by John Gillespie, Thomas Farrell of Cincinnati and Dave Beck, and from out of that meeting and out of those pledges with that money contributed by the individual Teamsters and out of the thousands of other dollars that came in, sprang the campaign that elected Franklin D. Roosevelt for the fourth time, something that never happened before and undoubtedly will never happen again in the history of our country. The man is dead, his mentality has passed away but the beautiful fragrance of the flowers he planted for freedom and justice still and always will live on.

When to Register for Primaries

Kentucky—New voters and those who failed to vote in 1948 must register by June 1. Voting qualifications are one year's residence in state, six months in county and 60 days in precinct.

Montana—New voters and those who failed to vote in 1948 must register by June 1. One year's residence in state and 30 days in precinct are necessary to qualify.

North Carolina—New voters must register in May. One year's resi-

dence in state, and four months in county and precinct are necessary to qualify.

Oklahoma—New voters and those who failed to vote since 1944 must register in June. Qualifications: One year's residence in state, six months in county and 30 days in precinct.

Rhode Island—New voters and those who pay no real or personal property tax must register by the end of June. To qualify, one must have lived in the state two years

and six months in the city or town.

South Dakota—New voters and those who failed to vote in 1948 must register by May 15. Qualifications: One year's residence in state, 90 days in county and 30 days in precinct.

Tennessee—All persons except veterans and women must pay 50 cents poll tax by early in June. Qualifications: One year's residence in state and six months in county.

California Victory Is Acclaimed

THE five year legal battle to establish the Teamsters' right to represent 60,000 cannery workers in California ended last month with complete victory for the Teamsters in the Federal Circuit Court of Appeals. The legal victory confirmed the fact of actual representation which the Teamsters had been exercising during the years of weird maneuvering by the National Labor Relations Board; the court now placed a legal stamp of approval upon the Teamsters' position and buried in the cemetery of judicial ruling the mistaken theory of Mr. Denham and the Board. The court's decision is a cold tomb in which the Board's pet contention can now peacefully decay.

Petition Filed

For years the Board complained the Teamsters could not represent the workers because the FTA-CIO had made a formal claim to represent them by filing a so-called petition for representation.

According to the Board, the filing of such a petition by a union challenging the representation of the union then recognized by the employer, blocks the employer from signing a new contract with the incumbent union. This is the so-called "Midwest Piping & Supply Doctrine" which gets its name from the fact that it was first expressed in a case involving that company. The central idea of the doctrine is that when an election is about to be held, the employer should not show preference for either of the contending organizations by executing a contract with one or the other.

Whatever can be said for this theory, it did not properly apply to the cannery case. The FTA-CIO filed its petition with the Board in the summer of 1945; despite the holding of two elections, the Board failed to rule which union should be

Right of Teamsters to Represent 60,000

Cannery Workers in the Golden State Is

Confirmed by Federal Circuit Court of Appeals

recognized by the employer; the Board, instead, dismissed the petition in 1947 and then, in the light of its failure to name the proper bargaining agent, asked for a cease and desist order against the employer because he did not sit still, hold his breath for these many years, and refuse to bargain.

The Teamsters urged before the court that the Board was "unrealistic" because no employer could conduct his business without dealing with a labor union and that "the Board's attempted three-year hiatus of bargaining exposed one of the Nation's leading industries to possible collapse." And the court agreed, holding the proceeding had been retained by the Board for "inordinate lengths of time," and saying, "Where such a proceeding is at long last dismissed . . . the dismissal should, at least in a situation like the present, be taken as rendering nugatory the order for an election and as a restoration of the status quo." In a nutshell, the court told the Board that it could not ask of the employer the impossible, and that the Board's own failure to handle the matter killed the Board's case.

"Finis" to Curious Case

So the Teamsters, after these many years, received official word from the court that it rightfully spoke for the workers, and the court wrote "finis" to one of the most curious cases ever recorded in a law book.

The long story began back in the summer of 1945 when the Food, Tobacco and Agricultural Workers decided it could swallow up 60,000 cannery workers who, for nine years,

had been AFL members. Naturally, the control of one of the nation's greatest food industries offered a desired prize to FTA-CIO, and that union spent a fortune in trying to win it, pushing a vigorous campaign in the hot valley towns during that summer, bringing eastern organizers by plane to the Coast and brewing their own elixir of confusion.

And yet they had started late,—too late, indeed, for an election that year. By the time they had signed up the required petitions it was October, when the canning season closes. And then a strange thing happened. The Chairman of the National Labor Relations Board received a letter ostensibly signed by the Secretary of Agriculture requesting that the Board hold the election immediately because of the possibility of the loss of the crop by strikes—although, actually, the only interruptions had occurred five months previously and there had been no crop losses.

Letter a Forgery

Relying in part upon this letter, the Board ordered the election. That letter turned out to be a forgery. Subsequently the Secretary of Agriculture wrote the Teamsters that the signature on that letter was not his; that his franked signature could be found in many places, and that the forged signature was not even a good copy. Nor has the mystery of the letter been cleared to this day.

The election was held from October 10 to 18, 1945, and about 18,000 cannery workers voted, roughly one-third of the peak seasonal employment. But faced with the clos-

ing down of the plants, the Regional Office of the Board rushed through the balloting without the normal preparation of lists of qualified voters, without properly determining the manner of fixing eligibility, and without giving the proper notices. As a result, so many ballots were challenged that neither Teamsters nor FTA-CIO won a majority, although FTA-CIO did get more votes than the Teamsters in the unit of the employer association.

When these irregularities were argued to the Board in Washington, it set the elections aside, and the whole unresolved issue, the dangerous labor strife, rolled on into the spring of 1946, a year of famine in the world and cannery chaos in California.

The mysterious letter, plus the voided election, led to a dilemma as to the bargaining status of the unions. The election was voided on February 24; the existing contract expired March 1, and a new election could not be held until the following August or September. Between these two dates lay an entire canning season. The Board insisted, under the "Midwest Piping & Supply Doctrine," that the employers could not enter into a new contract with the Teamsters; on the other hand, the Teamsters did not propose to surrender the nine-year-old right of AFL to bargain for the cannery workers by reason of a void election.

When the employers refused to continue to deal, and refused a union-shop contract, the Teamsters discontinued trucking operations; President Truman thereupon called upon "Warren" to settle the matter; Governor Earl Warren of California, assuming he was intended, wired Truman the problem rested with the Federal, not the State Government and Truman answered he had referred to Edgar Warren of the Conciliation Service, not Earl Warren at all. Amid the confusion of identities, the canners, on April first, granted the Teamster demands, while the FTA-CIO protested loudly.

Then, in the last days of August,

1946, the Board conducted a second election. It was a grandiose affair; the largest election held west of the Mississippi; indeed, the largest election, excepting the Ford election in 1941, ever conducted in the history of the Board; over 30,000 workers cast their ballots. In the association unit 16,262 voted Teamster; 14,896 FTA-CIO.

But the FTA-CIO challenged the election, claiming it to be void because the employers had continued to deal with the Teamsters. In spite of the fact that the Board had said, *before* the election, this ground would not serve to void it, the Board now sat mutely on the ballots, and while it was so engaged, the Taft-Hartley Act passed in 1947. That Act, of course, did not permit the Board to certify as a bargaining agent any union which failed to file non-communist affidavits. FTA-CIO refused to file the affidavits. When the Teamsters urged the Board to count the ballots, they got the surprising answer that the Board could not act in the case because the FTA-CIO officers would not swear they were not communists.

Board Gives Up!

So the 1948 canning season came along with the Board throwing up its administrative hands and decreeing that it could not decide who was the bargaining agency (although it had been trying to do so for *three years*) and at the same time repeating a warning to the employers that they should not deal with the Teamsters or the CIO.

Of course the employers could not run canneries without having labor relations, and they did deal with the Teamsters. The Board, which could not decide the election dispute itself, charged the employers with unfair labor practices, because they did recognize the Teamster victory. The Board also claimed the employers were liable in the neat sum of over a million dollars for back pay for workers who were not hired because they would not join the Teamsters pursuant to the contract.

And there the legal mess and the administrative breakdown of the Board, rolled, like an old jalopy, into the 1949 canning season.

Then, after many meetings and much negotiation, Mr. Denham offered to settle the back pay claims for a fraction of the original amount he had demanded, to hold a union shop election for the Teamsters, and to recognize the contract as partially valid if the Teamsters won the union shop election, but Mr. Denham also insisted upon proceeding with his pending cases in the Federal Court, which he was positive he would win.

The union shop election took place. Thirty-five thousand workers voted. The Teamsters polled 86 per cent of the votes. The Teamsters won the right to the union shop clause in their contract.

And then came the court decision with its confirmation of the contract as a whole: the final and complete victory ending the amazing case.

Of course, the victory goes deeper than merely ending the case. It concludes finally the attempt of left-wing unionism to control the canning industry, a principal food resource of America, which could conceivably be used for the political purposes of such unionism, and for the peculiar ends known only to those unions.

Best of all it frees the Teamster cannery unions from this expensive time-consuming jurisdictional battle. The battle was won through the continued help of International President Daniel J. Tobin, Vice President Beck and International Organizer Einar Mohn.

In Sacramento, Oakland, San Jose and Modesto, the cannery towns of California, these unions have already erected new and modern headquarters, and they are currently studying the statistics of their industry with a view to more year-round employment; they are undertaking programs for greater recreational and cultural opportunities for their members; they are beginning to break new ground in collective bargaining.

These are the marks of a new era in the California canneries.

All Divisions Report Progress To 2nd Organizing Conference; Truck Check Set for June 18-23

Part I

IN direct defiance of the threats of anti-labor congressional leaders such as Senator Robert A. Taft (Rep., Ohio) and Representative Sam Hobbs (Dem., Ala.) to use their political and official efforts to bar the progress of Teamster organization, the International Brotherhood of Teamsters has set the date for the Second National Over-the-Road Truck Checking Campaign.

The campaign will be officially known as the "National Truck Check" and will begin at midnight, Sunday, June 18, 1950 and extend until midnight, Friday, June 23, 1950. The check will be on a 24-hour basis.

"This truck check will be the most vigorous, thorough and comprehensive effort we have made to date—we are going to mobilize the entire strength of the Teamster movement to make this a success," Executive Vice President Dave Beck told more than 500 delegates at the Second Annual Organizing Conference in Chicago which met April 17-19 at the Palmer House.

Plans for the Truck Check were announced on April 19 at the final session of the three-day meeting attended by policy committee members of the 14 National Trade Divisions. Delegates were present from every state in the Union and from the Dominion of Canada.

Strategy for the National Truck Check was mapped by a special committee of the National Over-the-Road Conference named to work out general plans. Representatives from the various conference divisions included officials from the East

Marked advances on all fronts were reported at the Second General Organizing Conference of the International Brotherhood of Teamsters held in Chicago, Ill., April 17-19. More than 500 delegates representing 14 National Trade Divisions met. The report of the conference is given in three special articles in this issue.

Part I

On this page the 1950 Over-the-Road National Truck Checking Campaign to be known as the 1950 National All-Truck Check is announced for midnight, Sunday, June 18, to midnight, Friday, June 23.

Part II

On page 9 is a report of the important address by Executive Vice President Dave Beck in which he made significant policy statements.

Part III

On page 10 begins the reports of the National Trade Division Policy Committees. These articles are of great importance to every Teamster. You are urged to read every word of each article!

Coast, Western New England, Central States, and Southern Conferences.

Those attending the planning meeting included: Thomas Hickey and Thomas Healy from the East Coast; Frank Brewster and H. J. Woxberg from the Western Conference; A. J. Naylor and Anthony Morris from the New England Conference; James Hoffa and James White from Central States, and Odell Smith and Glenn Smith from the Southern Conference. The plans for the Truck Check were announced at the general session in Chicago by Al Evans, General Organizer, who has taken a leading part in the Over-the-Road conference development since its inception. He is conference secretary.

Details on ways and means of making the 1950 Truck Check complete are being made now by a spe-

cial committee of the Over-the-Road Conference. Those working out details have a mandate from the Policy Committee which met in Chicago and from the general session of all policy committees representing all trade divisions in the International Brotherhood of Teamsters.

The plans include development of a thorough system of communication, education and publicity with all local unions in the Teamsters' Union:

- development of a nation-wide system of publicity in order that the shipping public and general public will know that a Truck Check will be made and why it is being made;
- special efforts will be extended toward joint councils in order that their cooperation might be insured in the preparation for the check and the actual work of checking

**Second General Organizing Conference
April 17-19
Palmer House, Chicago, Ill.**



—special efforts will be made to see that every craft in the American Federation of Labor knows about the check and every effort will be made to enlist support and co-operation from the AFL from President William Green on down to every local in the Federation.

The general procedures which were followed last year with signal success and without untoward incident will be used in June, it was

The employers of union drivers will be notified this year as they were in 1949 that a National Truck Check will be made. This notification will be given in plenty of time in order that the employers may comply with all the provisions of their agreements, particularly those with provisions in their contracts on union membership, of drivers, warehousemen and other employees.

Checkers will be thoroughly instructed in advance of June 18 on

"In order to mobilize our complete strength we want joint councils and local unions to call meetings to plan and discuss this vital truck checking campaign," Vice President Beck said in commenting on Over-the-Road Conference Secretary Evans' report.

The 500 members attending the Chicago conference enthusiastically endorsed the plans for another truck checking campaign and indicated that it should be an annual affair. Members reported that membership had been increased, delinquents brought up to date, and union morale greatly strengthened.

Commenting on political alignments in 1950, a critical election year, Vice President Beck said, "There can be no alignment with any party that advocates the Taft-

"The conferences have no authority to use compulsion. They must 'sell' our people by their performance in behalf of our members. We

He concluded by expressing underlying hatred of Communism and other forms of totalitarianism by the Teamsters Union. "We must remember that we are Americans—that we have certain freedoms our forefathers fought for and it is up to us to protect those freedoms. Being good union members means also being loyal citizens—if we are not loyal we certainly are not good union members."

- Local and Over-the-Road Trucking;
- Warehouse Conference;
- Chauffeurs and Taxicab Drivers;
- Automotive, Petroleum and Allied Trades Division;
- International Dairy Employees Conference;
- Bakery Driver-Salesmen's Conference;

- Brewery, Soft Drink and Beverage Workers Conference;
- The National Cannery Employees Conference;
- Building Materials and Construction Drivers Conference;
- Federal, State, County, Municipal and Public Service Employees Conference;
- National Laundry and Cleaning Employees Conference;
- Fresh Fruit, Vegetable and Produce Employees Conference;
- Driveaway and Truckaway Conference;
- National Miscellaneous Conference.

The Chicago sessions opened with a general meeting of all policy committees on Monday, April 17. The committee members heard Vice President Beck give a progress report of overall Teamster progress and outline general policies to be followed in the coming year.

Following the general session, each policy committee met in private sessions during the afternoon and evening discussing its own divisional problems and preparing its report for the general meeting which was held the following day. Reports were given on Tuesday and Wednesday. Detailed reports prepared by secretaries of the various committees are being published in verbatim proceedings of the Second National Organizing Conference which will be distributed to all policy committee members. Highlights of the reports are given in this issue of the International Teamster with the complete reports appearing in the official proceedings.

Automotive Conference

Melroy Horn, St. Louis, Mo., chairman of the Automotive Division conference, presented a resolution signed by all members of the committee approving and adopting the recent report of a special committee of Joint Council No. 28, Seattle, Wash., to the Executive Board of the Western Conference of Teamsters, with respect to the grievances against the International As-



REGISTRATION RUSH—The registration desk was a busy sector at the Palmer House when more than 500 delegates attended the Second General Organizing Conference April 17-19. Policy Committee members from the United States and Canada attended. Each division held its own policy conferences.

sociation of Machinists. The resolution contained the recommendation that the International Union oppose the reaffiliation of the I.A.M. with the American Federation of Labor until such time as the Machinists give adequate guarantees that they will respect the jurisdiction of the Teamsters in all industries.

Horn also reported on the nationwide survey conducted by Division Secretary Gordon Lindsay showing the tremendous amount of organization work yet to be done in the crafts covered by this division. Plans for greater utilization of the union shop card were announced.

The election of Edwin Dorsey, St. Louis, Mo. as secretary of the division succeeding Gordon Lindsay who resigned due to the pressure of his work as director of the Western Conference automotive trade section, was announced.

Cannery Conference

Lewis Harkins, Seattle, Wash., secretary of the National Cannery Conference, reported that this division has "the roughest road of all" the Teamster sections. In reporting progress of cannery employees organization he emphasized the im-

perative necessity of organizing cannery employees in the East, Midwest and South in order to bring the low wage levels up to a point comparable with those paid in the well organized sections of the West.

The question of jurisdiction was raised by the committee and Vice President Beck in answer said that the American Federation of Labor had given jurisdiction of cannery workers to the International Brotherhood of Teamsters.

Bakery Conference

William Lee, Chicago, chairman of the Bakery Driver-Salesman, reported that the Division had been giving serious consideration to the possible nation-wide strike which may be called by the Bakery & Confectionery Workers (AFL) against the Continental Baking Company. He said that the Teamsters had always worked in close harmony with the bakers and confectioners group.

Lee also reported that the division is developing plans to organize the cracker food salesman as part of the division's jurisdiction. He also said that the division employees still had to look forward to the time when they could say they have a



POLICY COMMITTEE OFFICERS—Trade division policy officers took time out briefly at the second General Organizing Conference to pose for a group photo. Seated, left to right, Edward Hartsough (warehouse); Lewis Harkins (cannery); William Franklin (dairy); James Hoffa (driveaway); Harold Seavey (government employees); Al Evans (over-the-road), and Dave Beck, Executive Vice President. Standing, left to right, George Mock (warehouse); Frank Brewster (over-the-road); Melroy Horn (automotive); Edwin Dorsey (automotive); Charles Cimino (produce); William Griffin (miscellaneous); L. J. Gizza (construction), and George Purvis (construction). Some members were in meetings when this photograph was made.

five-day week. He pointed out that the present six-day work week prevails in the industry.

Laundry Employees

Jack Williams, Los Angeles, Calif., secretary, reported substantial progress made against the Communist-dominated dual organization.

In discussing problems ahead for the division he cited the menace of the increase in city areas of laundrettes and the efforts made to place small laundry machines in small operating outlets creating competitive conditions with legitimate laundry organizations. He said that health authorities are questioning the reported unsanitary conditions of laundrettes.

Construction Workers

George Purvis, Vancouver, Wash., secretary, reported that the division is asking the International Union to restate and redefine the jurisdiction of the Teamsters in the building and construction industries in order to avoid many misunderstandings and jurisdictional disputes.

The National Pipeline Contract as now drawn and agreed to by two

other AFL unions was discussed and the division's policy committee voted to request a hearing before the General Executive Board of the International in case efforts are made to conclude the agreement. The division opposes the pipeline contract as now worded.

The committee also reported that it had protested to Senator Warren G. Magnuson (Dem., Wash.) on the plans for the U. S. Fish & Wild Life Service to carry out a \$3 million to \$4 million force account project in the West. He also said that such force account projects take work away from our people and lower wage levels.

Government Employees

Harold Seavey, Minneapolis, Minn., secretary, reported that the division has one of the greatest potentials of any of the trade groups, but that it also is hemmed in by more restrictions than any other due to the public employment character of the work.

He also said that efforts are being made to stimulate organization through education and in this direction a handbook on union organiza-

tion is in preparation and will go to all Locals in this jurisdiction.

Driveaway—Truckaway

James Hoffa, Detroit, Mich., chairman of the Driveaway and Truckaway Conference, reports that the division holds quarterly meetings to keep abreast of the requirements of the jurisdiction. He said that the jurisdiction is 95 per cent organized.

He also reported the signing of a two-year contract through the conference which included wage increases, a health and welfare plan and life and disability insurance.

Miscellaneous Conference

William M. Griffin, Seattle, Wash., secretary, reported briefly on the results of a nation-wide survey made at the request of drivers in the newspaper, magazine, periodical and television fields. This survey shows a large potential for organization existing and that other international unions are infringing on Teamster jurisdiction in these areas.

Imported foreign-made motion pictures are causing serious concern to studio drivers who are part of the division's jurisdiction. Griffin said

that the committee had discussed the growing necessity for negotiating agreements on a national basis and cited certain specific appliance and food manufacturers in support of the premise.

He asked full cooperation of all local unions touching on the miscellaneous jurisdiction in compiling a complete national contract file. He also said that television is a growing field of organization and urged steps to take drivers into the union before they are preempted by other internationals or dual organizations.

Brewery Workers

Ray Schoessling, Chicago, Ill., secretary of the Brewery Workers, reported progress in brewery and soft-drink workers organization but said a number of complexities confronted organizers in this jurisdiction. He pointed out particularly the problem of attempting to bring into the Teamsters members from the dual organization. Efforts are being made to assure this group of workers that there is a place for them in the Teamsters' organization in a craft group where their wages and conditions will be substantially improved.

Over-the-Road Employees

Al Evans, Indianapolis, Ind., secretary of the Over-the-Road Con-

ference, discussed the problem of the owner-operator, and the implications of relations with this type of driver. Technical details were discussed by the committee on various types of haulage. Evans also discussed the Truck Check; for complete details see page 7.

Dairy Employees

Partial reports were given by Gene Larson, Minneapolis, Minn., chairman, and Eugene Hubbard, Washington, D. C., vice-chairman. Further reports will be included in the complete proceedings. Larson reported efforts were planned to increase general organization efforts throughout the jurisdiction. He said that sessions had been held between the executive board of the International Dairy Employees Conference and the representatives of the National Milk Producers Federation. A set of principles has been drawn up and approved both by the Teamsters and the Federation and further meetings with the producers were planned.

Hubbard reported on a discussion at a policy committee of the problem of obtaining redress for dairy employees who had been denied Social Security coverage. He said that steps were being taken leading to protection through legislation in this field.

Warehouse Employees

George Mock, Los Angeles, secretary, in his report stressed the importance of giving support to the new Warehouse Local No. 12 in San Francisco which is involved in a dispute with the Communist-dominated dual organization over warehouse jurisdiction in the San Francisco Bay area. Some 10,000 warehousemen are involved in the dispute. He pointed out that Local No. 12 had filed some 110 petitions before the National Labor Relations Board. While these petitions were pending the Distributors Association of Northern California signed a "back door" agreement with Harry Bridges' Local No. 6.

Mock said that efforts would be made to advise all warehouse Locals of this deal and said the policy committee solicited the support of all Locals and of the International Union in behalf of No. 12.

Policy committees of the two divisions—Chauffeurs and Taxicab Drivers and Fresh Fruit, Vegetable and Produce Drivers—met almost continuously for the three days of the conference. When the general sessions closed these two divisions had not completed their reports. Vice President Beck advised the conference that complete reports from these divisions would be included in the proceedings.

Local 224 Offers Scholarship

ESTABLISHMENT of a scholarship to be awarded an outstanding student studying highway transportation in the Stanford University Graduate School of Business has been announced by Line Drivers Local 224, Los Angeles, Calif.

The scholarship, which will provide the sum of \$250 to aid the winning student to continue his work and studies, was approved by the Local 224 membership after officers of the local had told of the unusual interest displayed by the Stanford transportation class in the Interna-

tional Brotherhood of Teamsters.

Secretary-Treasurer H. L. Woxberg of Local 224 reports that representatives of the local have addressed the transportation class on numerous occasions. They noticed many employer groups had made available scholarship awards, and leaders of the local expressed belief a similar award by the Teamsters would prove a worthwhile project and an excellent public relations effort.

Selection of the student to receive the scholarship will be left entirely to

the faculty of the Stanford Graduate School of Business. When the choice is left to candidates of equal merit, Local 224 urged that the factor of financial need govern the decision.

Regarding the use of the scholarship, Secretary-Treasurer Woxberg advised Dean J. Hugh Jackson of the Graduate School of Business as follows:

"Without seeking to exclude any useful phase of motor freight transportation from being selected for investigation under the scholarship, we recommend that the recipient give consideration to the vital issue of safety in operation."

Local 360 Goes After Business

THE men of Local 360, Milwaukee, Wis., are out for more business and are going about it in a methodical manner.

The men are employed in the laundry and dry cleaning industry. Paid on a salary plus commission, they are well aware that the best way to increase their incomes is to increase their sales. Acting on their own, independently from the employers, under the leadership of George Scanlon, president of Local 360, they have instituted a six-weeks-long course in salesmanship called a "sales clinic."

Here, under moderator Walter Mueller, a social science teacher in the local high school system, the drivers examined various sales methods calculated to increase the number of their sales of dry cleaning and laundry services.

The initial class of 40 members was over-subscribed and those in excess were placed on a waiting list.

The union decided to sponsor the training program because it is difficult for many employers, with only a few route salesmen, to initiate such a program successfully. Since the union represents all the employers, equally good results may be expected by all firms.

Representatives of management were in accord with the program. Hartley Kehr, president of the Milwaukee Laundry Owners' Association, said business was off about 10 per cent. "We have been glad to cooperate with the union," he declared.

Egon Peck, secretary of the Cleaning Plant Owners' Association in Milwaukee, said he had been advised that the union's program would be limited to sales techniques. "It is an educational program which might well pay dividends to those identified with the industry, both employees and employers," he said.

In the series to come, experts in

Milwaukee Local, on Its Own, Inaugurates Progressive Sales Classes; Drivers Studying Sales Method to Boost Dry Cleaning Sales



A practical lesson in salesmanship at Local 360.

sales and psychology will speak to the drivers attending each session. In the second period of each session, group discussions will be held on sales methods.

Typical of the sales discussions was a remark by one driver that he had found it good to say: "A neighbor of yours is using our service (and give the name)," as he attempted to get a new client.

Immediately another driver spoke up and said: "From what I've seen in my neighborhood, they don't seem to get along very well. The more you keep the neighbors out of it, the better off you'll be."

Another driver suggested an open-

ing line: "Are you careful of your appearance?" This brought an immediate ripple of dissent, as drivers said it was based on a negative appeal and had an "implied insult attached."

Thus the various approaches which might alienate possible customers were culled out and the best approaches stressed. The drivers said, after attending the first of the six meetings, that they found the session interesting and believed good results could be obtained through the training.

Alois Mueller, secretary-treasurer of Local 360, said additional courses would follow.

We Must Fight Rail Propaganda

IT'S time to fight back!

It's time to fight back at the propaganda of the railroads which are flooding the country with advertisements, news stories, pictures and all manner of attacks on trucking as a means of transportation.

A Lot Is at Stake!

Everyone who makes his living directly or indirectly in trucking in this country has a stake in this fight. Whether you are a truck driver, a service man, or a fleet owner, you are in this fight—you are in this fight as long as the propaganda mills of the railroads keep turning.

It is well to keep in mind that far more people in America depend on trucking for a livelihood than on railroads. Trucking employs over 5,000,000 people as against railroads 1,500,000. It has been estimated that one out of every 15 pay checks in this country goes to someone in trucking.

It is well to look at the background of this bitter battle between railroading and trucking. Here are the main factors:

1. Competition is growing much keener in the transport field with the trucks getting an ever-increasing volume as the railroad volume is declining.

2. As this competition grows, the railroads using desperation tactics are employing not only their own great resources to wage propaganda warfare, but they are enlisting the tens of thousands of unionized railroad workers—the rail unions affiliated with the standard brotherhoods as well as those not affiliated with the group.

3. As this battle grows, railroad rates are climbing and with these increases the public is learning more and more about the use, convenience and dependability of trucking.

These three factors are what might be called the backdrop to the dra-

Cornered by Keen Competition, Railroads

Launch Expensive Advertising Campaign to Hurt

Trucking Transportation; Your Future Is at Stake

matic battle now going on between trucking and railway interests. We must remember these factors in any discussion of the rail-truck psychological warfare.

Competition increase is shown in the figures on carriage of goods by various transport media. The convenience of trucking on short hauls, door-to-door delivery and for a variety of general service purposes (laundry, bakery, milk, grocery, etc.) has not been disputed even by the most ardent railroad transport advocate.

Where It Hurts Most

Where the competition is beginning to pinch is in fields in which trucks are invading the areas where railroads formerly completely held sway. In steel hauling, for example, we find trucks entering with heavy duty rigs for transport work. Changes in basing point pricing of steel products have been in part responsible for transport shifts from rail to trucks.

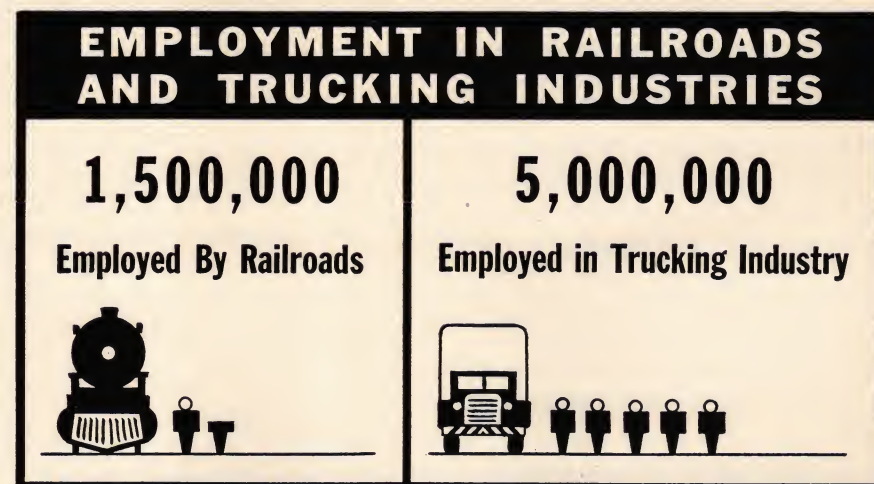
Trucks are increasing their vol-

ume in high-priced goods hauling such as whiskey, cigarettes and other items in which fast distribution on a factory or wholesaler to retail outlet is essential.

Plants Decentralized

Industry generally is tending to decentralize plants. Formerly relocation of plants depended entirely on the location of railroads from which spurs or sidings could be built. This once essential purpose is no longer so essential as more and more factories are being served by trucks for haulage of raw materials in and fabricated goods out.

Substantial changes are taking place in the transportation pattern of the country. The railroads hit their peak in 1944 and have been declining since that time, whereas trucking is sharply increasing its volume. Here are some figures for transportation showing the changes in carriage. The figures are for ton miles (number of tons hauled one mile) and are given in millions:



This chart shows comparative importance of railway and trucking on employment.

Year	Rail	Truck
1938	292,510	37,000
1941	481,748	57,123
1944	747,168	49,303
1947	664,400	77,900
1948	647,100	87,600
1949 (est.)....	650,000	90,000

These figures speak for themselves and tell the story of changes in volume. But there are other figures which also tell a story: The figures in the increase in rates on railroads. Since June 1946, according to the Interstate Commerce Commission estimates, rail freight rates have been raised 57.3 per cent. Trucking is also more costly, but rates for trucks have not kept pace with those granted railroads.

Turn to Trucks

As these rail rates go up, shippers are turning to trucks for lower cost carriage. And as they turn to trucks, they are discovering in many cases that their deliveries are speeded. *Railway Age*, management magazine which speaks for the railroad industry, made a survey some time back and indicated that the average movement of freight cars is 47 miles a day. It also found that whiskey being delivered from Kentucky to California, taking 12 to 15 days by rail, was being delivered by truck in 7 or 8 days.

All of these increases in truck traffic and the many changes by shippers from rail to trucking add up to increase the bitterness with which railway management regards trucking.

As long as the railroads employed the usual methods of fair competition in trying to win public opinion, those in the trucking industry could hardly object. Fair competition is part of the American way of doing business. No one objects to railroads or any other form of transportation trying to sell its services to the shipping or the travelling public. We hope that the sense of fair competition between carriers always persists.

But two new departures have been made by the railroads in their battle

for public support: They are resorting to curious distortions of the truth of the transport picture, and they are enlisting the thousands of employees who are dependent upon the railroads for a livelihood.

The time has come when those of us who are in the trucking field—our members as the drivers and service employees—must face the reality of a battle—a battle we must join. Our jobs are at stake. If the railroads succeed in their propaganda battle, they will force trucking to occupy a subservient role in transportation. They will make truck rates high, taxes high, travel conditions difficult, and operation almost prohibitive. This would mean driving all except light haul service trucks off the highways. This would, of course, not only force hundreds of thousands from jobs in the trucking industry, but would levy a high cost in terms of shipping charges on the travelling and shipping public.

It is with very considerable regret that we note the support being given the railroads' campaign by the railway unions. In the papers and official union magazines of the rail brotherhoods we note what might be called a "companion campaign"—companion to the propaganda of

railroad management itself. It looks as if the railroad workers have been taken in by the management propaganda. Those unions which are playing the selfish railroad magnates' game are taking a narrow view of the whole transportation picture.

Little do the railway employees realize, whether they are unionized or not, that trucking employs far more persons than does railroading, that better standards of living are won through lowered transport rates—standards which they themselves enjoy—and that the railroad game, if the rail magnates prevail, would cost them money in terms of higher prices for the things they eat, the things they wear, and the things they use. Union railroad people are hurting themselves by lining up on the side of the rail magnates. It's about time that they realize these basic truths.

This question of railroading and trucking affects every person in the United States. THE INTERNATIONAL TEAMSTER is planning to explore various phases of this subject. We hope in subsequent articles to take various phases of the transport picture and show our membership and the general public some of the real truths about modern transportation.

Auto Transport Leads Tonnage Parade

(See front cover)

The economy and efficiency of motor vehicle carriers was proved in truck carriage in 1949 when this type of haulage led the commodity parade of total tonnage transported. Auto transport accounted for 4.5 per cent of the total tonnage and recorded the greatest increase in traffic—34.4 per cent.

The over-all volume of inter-city carriage by Class I inter-city motor carriers in 1949 was 4.4 per cent over tonnage for the previous year. The 1949 figure is an all-time record, figures for the year show.

On the basis of 1941 as the norm or 100, the figure for tonnage in 1949 reached the index figure of 179. Second in increases in the year to auto transport was the carriage of refrigerated solid products, with a hike of 24.2 per cent over 1948. General freight increased 2.4 per cent, but heavy machinery and household goods carried showed volume declines of 11.2 and 3.7 per cent, respectively.

On a regional basis the portion of tonnage transported by common carriers as against contract carriage showed 97.1 per cent by common carriers in the Northeast and 69 per cent for common carriers in the Midwestern states.

Lets' get Set!



1950 NATIONAL All TRUCK CHECK



TIME: from midnight Sunday, June 18 to midnight Friday, June 23, 1950; check will be on a 24-hour basis.



EXTENT: all trucks, all crafts will be checked in every city and over-the-road. All trades divisions will cooperate.



INSTRUCTIONS: your Joint Councils and Local Unions are being advised on details of the All-Truck Check.

Everything that Rolls - EVERYWHERE!

EDITORIALS

The Unemployment Question

Unemployment in the United States recently hit a post-war peak of nearly five million. This is the highest number of jobless the nation has had in nine years.

This number would be alarming in itself, but the unpleasant fact we must face is that this figure is expected to go higher. The spring weather will permit an increase in construction work and in agricultural activity but the increase in these two areas will not overcome the large jobless deficit we have. The recent decline in joblessness is helpful but not entirely reassuring.

One of the members of the President's Council of Economic Advisers recently warned against "creeping" unemployment—that is unemployment which is slowly creeping higher and higher in comparison to the nation's general productive level.

Two factors have been cited recently as the chief reasons for our increase in unemployment: the increase in productivity and the increase in the country's labor force.

Management is constantly making technological improvements. Better and cheaper ways of doing things are characteristic of the competitive economy. Labor is becoming more and more productive which adds to the overall efficiency of the economy. Labor in fact is in danger of becoming so productive that it will render hundreds of thousands of its own members unemployed.

Every summer with the end of the school year hundreds of thousands of high school and college students enter the labor market as permanent members of the nation's labor force. These annual increases are factors with which we must reckon.

There is much that can and should be done in relation to growing unemployment, but the first thing we all must do is to face the fact—the unpleasant fact that unemployment is disturbing in 1950.

Precious Cargo

One of the unsung jobs of motor trucks and busses is found in the job being done in hauling children to and from schools in the rural areas of the United States.

Improved roads and motor vehicles have made pos-

sible the consolidation of school districts in many parts of the country. The consolidated schools represent a substantially higher type of training than is possible to obtain in the widely scattered small schools which were formerly the major educational base in this country. The trend toward consolidation is one of great significance in the United States and for this movement the motor vehicle has played an indispensable role.

Good Advice

Announcement was made recently that the Roman Catholic hierarchy of the Province of Quebec in Canada has urged workers in that area to affiliate with organized labor.

A pastoral letter was sent out bearing the endorsement of 25 bishops and archbishops urging welfare legislation and saying that workers with full stomachs are not likely to turn to totalitarian ideologies for salvation.

The religious world is becoming increasingly aware of the responsibility it bears in relation to social welfare and social progress. Much of the advance by union labor has had the strong support of many sects and creeds. The pastoral letter from the Quebec Catholics is another example of the recognition of the importance of organized labor in the general field of social progress.

A Regrettable Decision

General George C. Marshall is one of our outstanding citizens—we might well say that he is one of the world's outstanding citizens. He has been a great soldier and has served in his country well in civilian capacities and now heads the American National Red Cross.

Recently General Marshall said that he was one of officer from World War II who would not be writing his memoirs. He says that if he wrote them he would only write the truth and that perhaps some people might be injured thereby. He refuses to write a white-washed set of memoirs.

This attitude is to be commended in some ways, but in the long run it is a decision which almost everyone, especially the historians, will regret. General Marshall

has knowledge and information about World War II possessed by no other person. His failure to write an account—outside the formal reports of his office—will leave a great gap in the knowledge of the preparation and prosecution of the war and much of the post-war history.

We would like to see the General write his memoirs. If he feels people now living would be hurt thereby he could have his writing placed with the Library of Congress, the National Archives or some great university for publication ten, 20 or 30 years hence. In this way the nation would have the benefit of the unvarnished truth as Marshall saw it and would not lose the very great value which his knowledge represents. We hope the General reconsiders.

Another Licking

The people took another licking from Congress when both houses flatly turned down the cooperative housing provisions of the new housing bill which has been under consideration for the last several weeks.

The President had asked for funds for middle income housing which might be used on a cooperative basis. This request received the undivided support of organized labor and of liberal groups generally.

But the real estate lobby, as usual, was active—very active—in propaganda efforts to kill the co-op provisions. The lobby was successful in getting enough Dixiecrats and Republicans to see their position to doom the co-op section.

It is interesting to note that a bill which is designed to give middle income people a decent break is “socialism,” according to the real estate lobby. But the same bill which has provisions for bailing out makers of FHA and veterans’ loans and also would authorize hundreds of millions for private builders is simply “good business.”

The real estate lobby has an attitude of mind all its own, which is strictly selfish. Perhaps some of the members of Congress who knuckled under to the real estate lobby may learn that the people can speak too—at the ballot box in November.

Tipping Is Big Business

Recent testimony before a Senate committee studying Social Security indicates that tipping is a two billion dollar business annually. At least that is the figure given by a witness who bases her estimates on careful studies of services performed in all types of public places. Whether this is a true figure is beside the point. We all know that tipping runs into big money.

A suggestion has been made that tipping be abolished. Those who are on the receiving end would rather

have a decent wage guarantee than to have to depend on gratuities.

Restaurant owners, on the other hand, are on record as saying that customers “insist” on tipping for services rendered. Many laboring people feel that this attitude is a cloak to protect management from paying decent salaries in occupations where tipping has become the rule rather than the exception.

Labor deserves a decent wage and those engaged in the service industries where tipping is customary should not be compelled to depend on the uncertainties of the customer—they should be paid by management.

A Time for Caution

With the coming of May the travel season is opening up in great force. The Memorial Day period is one of the most heavily travelled holidays of the year ranking along with Independence Day and Labor Day.

We should consider passenger cars as ways and means of safe and certain transportation. Unfortunately too many people think of them as devices for outsmarting their fellowmen and getting rid of their aggressive tendencies through speed and reckless driving.

Defending Her Health Program

The British are determined to defend their health program regardless of what others may think about it.

The United States as a nation is interested in seeing how that program works. Several observers, with as many different viewpoints as individuals, have gone to Britain to look into the health program. The result of much of their speaking and writing is found in a batch of misinformation and incomplete data on the British health effort.

The *British Medical Journal* recently took to task a former Republican presidential aspirant who wrote two articles for a leading popular digest magazine.

These articles were criticized by Sir Henage Ogilvie who said in the British medical publication in referring to the American articles, “Both articles pay little more than lip service to veracity.”

The British realize their program is by no means perfect, but they are determined that health services and facilities shall be made on a broad basis in order that all the citizens may benefit. Even Winston Churchill and the Conservatives are for the health plan.

It seems in bad taste indeed for public figures from this country to attempt to discredit the program of another country with what the British call untruths. More light and less heat on the plan would be welcomed.

The WHEEL

*On Wagons, Carts and Modern Trucks,
It Has Kept Civilization Moving*



THE hauling of men and material from ancient days down to our own has taken many forms with the wheeled vehicle in its great variety playing a major role in the long parade of progress.

One of the most interesting periods in the development of the wheel occurred in the long period between the decline of ancient history's greatest roadbuilders, the Romans, and the advent of steam which gave man power-driven vehicles.

During this long period we see the development of the long wagon, the light wagon, various types of coaches including the famous stagecoach, the hackney, the hansom, the brougham, the cabriolet, the omnibus, the Conestoga, the modern farm wagon, and various types of modern carriage, buggies and the "surrey with the fringe on top."

But the development of these many types of vehicles came slowly and with much trial and error. In the feudal period, for example, back in the 13th to 15th centuries there seemed to be a strong prejudice against riding any kind of vehicles. Everyone rode horses. The feudal lord did not want his vassals riding in vehicles, for they might lose their skill at horsemanship so valuable in battle. Even Pope Pius IV entreated

his cardinals and bishops not to ride coaches but to ride horseback. It was not until the reign of Queen Elizabeth that coaches came into use for pleasure.

Important to commerce and passenger carriage were the long wagons, also called "wains." These were broad-wheeled jobs drawn by six, eight or more horses. These wagons handled by "teamsters" of the period were able to transport more and heavier goods than could be carried by pack-horse and hence they become commercially useful and popular. The long wagon persisted until the coming of the stagecoach. The long wagon is the lineal ancestor of the modern farm wagon designed for heavy duty. But even in the ancient days of nearly 200 years ago the problem of load weight limits plagued the teamsters even as modern load limits plague truckers today.

Lighter vehicles called "flying wagons" were developed in the in-

terest of speed. But the road-weight of all these wagons caused some difficulty in England where they were used extensively. Efforts were made to try to get wagons to have exceptionally wide wheels so that instead of making heavy and deep road-ruts, the wagons would act more as rollers than cutters.

No one seems to know quite where the word "coach" originated since there are several claimants to the honor of developing both the word and the vehicle. Kotzee, a small town in Hungary where some of the first coaches were built, and the Flemish word "koetsen," meaning "to lie along;" both have been ascribed as the origins of the word coach. Hungary, Antwerp, and two Italian towns, Verona and Ferrara, all claim to be the originators of the first or at least the earliest of coaches.

The first coaches were little better than boxes mounted on wheels; there were no springs and little of the comforts later developed in coach design and construction. As coaches developed in England, they were hired out and became known as "hackney coaches" and while coaches were used elsewhere in London the hiring out by the hackney method seemed peculiar to that city. The popularity of the hack-

Second of a Series

neys—predecessor of the word “hack,” led to vociferous demonstrations by the watermen who were losing some of their custom to the surface transport. Despite the opposition of the watermen and others who fancied themselves injured by the hackneys, the new vehicle grew in popularity and also in size.

The Romans began a custom many centuries ago which carried down through the years and influenced transport in many countries. This custom was “travelling post,” a method of hiring out vehicles which were stabled at inns or post-houses along the main roads in Italy. The main purpose of early post-houses was to expedite the passage of messages, but the services were much in demand for the transport of goods and personnel. This custom has given us the word “postmaster,” a man or master in charge of a post house. Post travel became popular in both France and England.

Long Experimentation

New types of carriages and vehicles were being introduced throughout the long history of transportation. For example, the cabriolet superseded the hackney coach. The cabriolet or “cab” was subject to some changes and experimenting by coach builders. One Joseph Aloysius Hansom, an architect, worked on the cab and developed a square-type body hung in the center of a square frame with large wheels, seven and a half feet in diameter.

Cabs were also given another refinement by another coach-builder who was commissioned to build a

vehicle by Lord Chancellor Brougham and the “brougham” resulting was the forerunner of a number of light carriages—the Victoria, the phaeton, landau, wagonette, etc.

But all of these vehicles despite their decorations and fancy names were far from comfortable. Glass was introduced in Spain first, it is believed in the seventeenth century. But color, glass, etc., did not make the vehicles comfortable. In 1804 came the development which was destined to add comfort to passengers and make material handling much safer and more certain. This was the invention by Obadiah Elliott in 1804 of the elliptical spring. The spring introduction not only gave more comfort to coach-riding, but revolutionized design of the vehicles. Soon a cross-spring was added for country driving.

In the early 1800’s an observer is quoted as saying, “I recollect when, before springs were put to stage coaches, one could not send a trunk fifty miles without having it knocked to pieces.”

The spring was preceded by nearly ten years by the introduction of the rubber tire and this seems to have been used first in 1795 in Russia on a carriage of the Empress Catherine II. The carriage was made in England. Although tires were introduced in England they did not find general use until the pneumatic tire was introduced by J. B. Dunlop in 1888.

In all the history of transportation few more colorful chapters will be found than those associated with the stage-coach. From 1640 when they were first introduced until they

were completely superseded by the motor truck, the stage-coach had a major part in nearly every chief phase of history.

Records have come down to us of the many inconveniences of early coach travel—in the days before springs, particularly. Coaches were overloaded and both passengers and luggage got banged about over the bad roads in both England and the continent. Overloading was one of the most serious characteristics of coach travel with injuries often occurring.

With some attention paid to the load problem, coaches were able to step up their speed from the six miles per hour to eight miles. This speed was exceeded with the introduction of the mail coach.

French Pioneers

The popularity of coach travel and the necessity of transport in the transaction of public and commercial affairs led inevitably to the development of a yet more commodious vehicle—the omnibus. The word “omnibus” is Latin meaning “for all.” Although this type of vehicle was introduced in Paris in 1662, it seems not to have developed particularly and they were re-introduced into France in 1819 when a banker-politician commissioned one George Shillibeer, an English coachbuilder living in Paris to make an improved omnibus vehicle. He was interested also in bringing to his native land the blessings of the omnibus or the “shillibeer.” The omnibus proved to be low-cost transportation and was considered the forerunner of the



Many types of carriages were introduced down through the years as man sought better travel.

horsecar and the street railway car.

Shillibeer also introduced registers in the omnibusses in order to record the number of passengers carried. He did this because his conductors had been robbing the till. The registers, including one which had to be operated by the conductor were not successful. The conductors refused to use them.

Competition among omnibus company owners became fierce in England and eventually Shillibeer abandoned omnibus transportation and became an undertaker. He brought about sweeping changes in charges and materially improved the general design and conduct of funeral transportation.

In America, transportation was patterned along the lines developed in the British Isles. Thus the early teamsters with heavy wagons became the chief transporters and the stage-coach and mail coach developed, particularly in the network of post roads which was established in the interest of fast carriage of the mails.

But in this country the needs of the times also created new types of vehicles. The heavy wagons were satisfactory for teaming and were used and modified into what later was developed as the American farm wagon. Weight was changed and the wheels modified, but essentially the wagon for hauling in the country and the dray for trucking in the city was a true descendant of the heavy wagons of colonial days.

One of the vehicles which is identified with American historical



Regal transportation in early days depended solely on manpower.

development quite as much as is the stage coach is the old Conestoga wagon. This is the "covered wagon" of historical fame and was first built at Conestoga, Pa., from which the wagons took their name. The wagons were covered not only as protection for the cargo, but to provide a home on wheels for the families of settlers which were being swept westward with the tide of empire.

Development of Wagon

Wagons of many types were developed in the United States from early times. Hauling was done by cart, wagon and dray. Two of the most famous names among wagon-makers were "Owensboro" and "Studebaker." Both firms made an extensive line of vehicles for teaming.

The models of wagons and drays were many. Some of them included the one-horse farm wagon with spring seat; cotton-frame seed bed wagon for cotton hauling; general

purpose farm wagon with sideboards; heavy duty chassis for hauling oil pipe gear; a similar type known as the turpentine wagon; the old ox-wagon for use with oxen; the mountain wagon with oversized brakes for hill work; the Texas wagon with top bows, a direct descendant of the old Conestogas and another "grandson" of the Conestogas made into a Pennsylvania hay wagon. A variety of carts and drays were also used through the years, before the invention and development of motor trucks. Some of the carts included the frame-bed dump cart, the box bed plantation cart; various weights of dump and coal cars and the pole cart for hauling poles and timbers.

Delivery and draw wagons and vehicles took a variety of shapes and sizes which had a pronounced influence on motor truck design, particularly in the early days of automobiles. Light delivery wagons for light commercial delivery were used extensively as were furniture wagons of light and heavy types. The dead axle dray was a long heavy wagon designed to haul newsprint, theatrical sets, etc. Various types of drays were used with stake sides and some, of course, had heavy side braces and/or sideboards. Baggage wagons and coal wagons were of various types and sizes and special heavy duty wagons were used for heavy hauling such as logs, in which an eight-wheel log truck was employed.

Panel wagons of all sizes and description were used particularly



Covered wagon was used to pioneer America. Coach at right was forerunner of the street car.

for bakery, milk and light delivery purposes.

It was in the passenger or pleasure vehicles that we find the great variety of design—everything from the wicker-basket governess car to the fringed surrey and fancy buggy. Some of the high-wheeled buggy and carriage types included: the topless Amish buggy; the auto-seat buggy; the cutunder buggy; the slat-bottom roadwagon; the surrey with and without a fringed top; the whitechapel buggy with stick seat and the business buggy both a little on the fancy side; the doctor's wagon which was a buggy with a folding enclosed top.

Other styles included the frail looking coal box buggy, jump-seat wagon and the Jenny Lind. A variety of passenger-carrying vehicles were used for hire such as the spring wagon (topless) side-seated platform wagon and game cart; the three-seated platform wagon, and the depot wagon.

In the coach field we find the private omnibus, predecessor of the modern auto bus; the canopy-type wagonette used at fancy resorts; the full clearance and the twelve quarter coach, both "sedans" of the horse period. Coupes, broughams, rock-aways, landaulette, chariot and post-chaises were others of the closed type vehicles. The panel-boot victoria, the landau, the gentlemen's driving phaeton, and the sightseeing wagon were others of the open-type carriages.

These are by no means all of the vehicles used in America, but they represent the development of car-



Small carts previously carried by two men were improved by adding wheels.

riage and wagon-building before the days of speed and the motor car. But they all worked on the principle which mankind had discovered thousands of years ago—you go faster on wheels.

And how fast you go on the development of wheels in the power age is the theme of the third and final article of this series.

America inherits many of its road and transport practices from the British Isles and hence it might be well to look at the work of three pioneer roadbuilders who made their mark in the early days of stagecoach transportation. The three are John Metcalf, the blind roadbuilder, Thomas Telford, famous for roads and bridges, and John Loudon McAdam, from whom we get the word "macadam" referring to waterproof type roadtop.

Each of these men made his mark in transportation, and the career of Metcalf is one of the most inspiring in the annals of construction. Metcalf, the son of poor working people in Yorkshire, suffered an attack of

smallpox at the age of six which left him blind. After his recovery, he groped his way about in an effort to become familiar with his surroundings in the town and countryside.

Otherwise a strong and healthy boy, this blind youngster grew into manhood with an extraordinary knowledge of the country and how to get about. He became an expert horseman and a great hiker. The story is told that he walked from London to Harrogate, a distance of 200 miles, and arrived at his destination before a stagecoach which left at the same time.

The bad state of roads enabled the blind man to outdistance the stagecoach. In his blindness Metcalf had ample opportunity to think about the poor road conditions. He became a roadbuilder when he undertook a contract to build a three-mile stretch. From here on his career became involved in road and bridge construction, all of which he did with signal success. He was able, for example, to build roads across marshy grounds through the use of tightly-tied heather bundles as a base for the rock bed. Metcalf was engaged in road construction for 30 years and completed his last and most difficult contract at the age of 75 in 1792. The old roadbuilder lived to be 93, after a useful and productive life and a remarkable achievement in overcoming one of man's severest handicaps.

Telford's name is associated with roadbuilding in Scotland chiefly where travel was difficult and the terrain a great obstacle to smooth communication of teams and stage ve-

(Continued on page 32)



Horse-drawn street cars took to the tracks for speed and comfort. At right is forerunner of automobile.



Springtime greeting to our readers everywhere. And speaking of springtime, aren't you getting the urge to get out and do a little gardening? Now is the time to sow those flower seeds if you want to have a pretty garden this summer. And incidentally now is the time also to start those window boxes you've been talking about all winter. In planting your window boxes get good rich soil, see that you have proper drainage and then fill your box with little growing plants—a geranium, an ageratum or two, a little sweet alyssum, a colius and a couple of baby petunias with perhaps a sprig of ivy at each end. These will make a very attractive box; the flowering plants are profuse bloomers and will adapt themselves readily to window box growth.

* * *

The Eyes Have It

Readers, have you noticed the emphasis that is being placed on make-up for the eyes this year. Our fashion magazines and beauty columns are full of advertisements for all kinds of mascara, eye shadow and eyelash and brow pencils. There used to be a day when use of eye make-up was considered just a little risqué, but not now ladies, so get into the swim and try your hand at making your eyes bigger and more beautiful. Take it easy at first, going light on the eye shadow and being careful to blend it upward and outward. Incidentally, make-up experts say that a little eye shadow skillfully applied can do wonders to detract from dark circles under the eyes. Why not try it until you catch up on enough sleep to eliminate those circles naturally.

* * *

Sweet Talk

How would you like to buy chocolate, lemon or strawberry flavored honey straight from the hive? A California beekeeper claims he has developed a process to flavor and color the product by feeding the bees a special syrup instead of the nectar of flowers, so don't be surprised if you are buying your honey in "eight delicious flavors" before long. The beekeeper claims his mint-flavored, green honey is "out of this world."

Rainbow Chicks

It's amazing the trends science is taking these days. Inventions and improvements go on constantly to make life and work happier and easier. And now it seems scientists are even trying to make our lives more colorful. You may have noticed this past Easter that many of the stores had bright-colored chicks for sale in varying shades of pink and purple and green. Some may have had food coloring dabbed on, but the prettiest and most uniformly colored ones are a result of feeding. By mixing certain harmless chemicals with their feeds, chicks and other animals can take on bright colors hitherto completely foreign to their nature.

* * *

About Herbs

I think a great many of our best cooks are missing a good opportunity for improving their skill in cookery by not using more fine herbs in their recipes. The French have been noted for years as being masters of the cuisine. Why? They attribute a great deal of their success to the skillful use of herbs in flavoring.

Try a little *sweet basil* sprinkled over broiled tomatoes and onions. Sprinkle a little *sweet majoram* in potato soup and scalloped potatoes. It enlivens the flavor of fresh green peas too and gives a piquant flavor to cole slaw. Add *Thyme* to your egg dishes and put a goodly pinch into your carrots when you add the butter, salt and pepper. You'll find it will take away their flat taste.

* * *

Defense for Gum Chewers

Are you a gum chewer? And do you ever feel called upon to defend this habit?



If so—here's some good ammunition. A recent survey made among office workers proved that stenographers and typists who chew gum while working are 17 per cent more efficient than those who do not! And besides it's supposed to be healthful.

* * *

Government Cook Book

While we're on the subject of food, the Department of Agriculture has a new cook book out called, "Family Fare—Food Management and Recipes." It is a

96-page booklet and it contains some excellent recipes as well as some very good notes on meal planning, food buying, menus, and general information on nutrition. There is also a section on suggestions for using leftovers.

The book may be purchased from the Superintendent of Documents, Government Printing Office, Washington 25, D. C., for 25 cents. (Please send coin.)

* * *

Household Hints

Our household hints this month concern that neverending chore of ironing. These are on the sprinkling angle.

If you have doubts about whether a garment will fade or not, after sprinkling it for ironing, roll it in a piece of waxed paper and then it cannot ruin other pieces.

To dampen a fine blouse or other garment evenly for ironing, wet a towel and wring it out—roll garment tightly in it and leave for 10 minutes.

* * *

That Birthday Cake

Do you have a special cake to make for a spring birthday or other party? Here's



a new note for decorating. Make your favorite cake and your favorite boiled icing. Make an extra half quantity so you will have lots of it to make nice swirls on top. With

your vegetable good coloring, tint the icing pale pink or yellow or green and frost your cake. Then while it is still soft, decorate with jordan almonds, making flower designs around the bottom and on top, using the almonds for petals. Cut thin strips of green gum drops for leaves.

* * *

Accent on Ankles

There's always something new under the sun—especially in the world of fashions, but here is a fashion trend to stop all fashion trends or words to that effect. The powers who be in the stocking world are designing fancy jeweled clocks and other figures to be worked into the ankles of our hose. They are to be perfected to zip in and out of our nylons (and don't ask me how—I'll believe it when I see it) so we may make one pair of fancy little gadgets do for dozens of pairs of our hose.

* * *

Note for November

Lady, don't forget our words of warning last month, about how important it is for you to be registered so you can vote come next November. And as that important day nears, plan to spend a little time if you possibly can ringing doorbells and using your telephone to get out the vote. All members of organized labor and all of us who are interested in them and their causes must do what we can to defeat the enemies of organized labor in Congress and see that those men friendly to labor and its aims are elected and reelected to the congressional posts.

Tough Dutchman at the Reins

WORLD free labor is moving into a "freedom offensive" with the active organization of the program by the International Confederation of Free Trade Unions.

The ICFTU founded in London last December has established offices and its world headquarters in Brussels, Belgium, with its Secretary-General J. H. Oldenbroek of The Netherlands in charge.

Tells of Plans

Oldenbroek, an outstanding world trade unionist, paid a short visit to the United States to confer with American trade union leaders and United States Government officials. While in the United States Oldenbroek told THE INTERNATIONAL TEAMSTER some of the future plans for the ICFTU.

To implement the program outlined at the founding meeting last November, the ICFTU held its

World's Free Labor Is Led by a Shrewd, Able Veteran of European 'Hot Spots'; Oldenbroek Speaks Warmly of President Tobin

first executive meeting in mid-March. As the result of that session with its 18-point agenda covering a wide range of topics, the new free trade union group is rapidly getting under way as an effective instrument in the worldwide battle between the free and the totalitarian-subjugated peoples.

The new organization will have a 45-man staff to handle its affairs. By early April, 30 persons had been employed and others were being recruited for duty with the ICFTU. Four languages have been designated as official by the organization—English, French, German and Spanish. The staff will not only work with these four languages but

will transact work in some eleven others at least.

"Language will be no barrier," Oldenbroek said. "We have people who are well versed in several languages."

The Dutch leader himself is an accomplished linguist; he speaks a dozen different languages.

Following the organization of the headquarters office steps will be taken in the freedom offensive to establish regional offices in strategic parts of the world. Offices will be established in the Far East, the Middle East, Africa, and in the Western Hemisphere.

One of the real "hot spots" in the world today, Oldenbroek said, insofar as labor is concerned, is Asia. A delegation will be sent to the Far East and to Southeast Asia to make survey of the situation, to confer with trade union leaders and government officials. An effort will be made to help the workers of that part of the world get a better break—the improvement in the conditions of the worker is almost an obsession with Oldenbroek. He has been fighting all of his life for betterment of workers' situation and the battle for the workers of the Far East is merely a projection of what the Dutchman has been doing for years in Europe.

Lauds American Support

American labor leaders, both affiliated and independent, have given excellent support to the ICFTU—"not just pious declarations" the international official said.

An opportunity to work closely with American labor leaders will be



Secretary-General Oldenbroek addresses U. S. trade unionists while AFL President William Green beams his approval of remarks.

given when the ICFTU establishes an office in New York. This office will be designed to serve the ICFTU in its liaison work with the United Nations, where it has been accorded the "A" or highest rating as a consultative non-governmental agency to the UN. At the United Nations and before its many departments and bodies, the ICFTU will be a spokesman for the workers of the world—particularly of the free world.

Telling the world about the work of the international body is a two-way street Oldenbroek said.

"We appreciate and value the excellent support the labor press of the world has been giving us and we hope it continues. At the same time we are obliged to provide the labor press with news of our activities. In fact we have to be active and be newsworthy so there is something to write about."

In this connection he said that the ICFTU is adopting a program of publications and publicity with E. Thompson, an Englishman in charge. A press report will be issued in four languages and a monthly magazine likewise in the official languages will be published. The first issue of the press report was made public in April and the monthly journal will begin in July.

In commenting about the efforts of the Communists, Oldenbroek emphasized that the Communists "are not concerned with the workers' welfare. They are concerned only with getting and keeping power."

Commies Resourceful

He said the Communists are resourceful and are constantly trying to undermine the belief and faith workers of the continent have in democratic methods. The Communists are constantly trying to upset the economy of the democratically-controlled nations.

"But we have been successful in fighting the Communists. But we have more to do than to resist—

we have to fight back. We have to go on the offensive. We have to go over on the attack. We can do this not only in the free countries but we can get in touch with the workers behind the Iron Curtain. Some of those countries once had free trade unions and the workers know what they are—Czechoslovakia, Poland, and Hungary for example."

The situation is different in the Soviet Union, he observed, because there the people have never really had free trade unions; they don't know what they are.

"There is no real difficulty in convincing the workers of Europe of the value of working through democratic organization to improve their lot. Improvement of the workers' state is why we exist."

He believes that the European countries must cooperate in facing a common aggressor and in improving the living standards through economic cooperation.

Talks to Acheson

While in Washington, Mr. Oldenbroek conferred with U. S. Government leaders including Secretary of State Acheson and Paul G. Hoffman, Economic Cooperation Administrator. He had been promised an appointment with President Truman, but the President was still in Florida when the ICFTU leader was in the capital.

Oldenbroek is suspicious of the opinion of the man in the street who seems to believe that he would pay less taxes if there were no European Recovery Program. He sees the world situation as one in which economic cooperation on a wide scale is necessary. The fact that war was fought in Europe made that continent especially in need of aid—had the war been fought elsewhere that area would be giving aid to the battle-scarred areas just as Europe is being helped.

Fully appreciative of the aid given by the U. S. Government and the American people, the Dutch leader made a strong point of say-

ing that living standards must be maintained and that America would make a mistake if she thought that living standards cannot fall. The remedy against falling standards is broad scale economic cooperation, he pointed out.

Mr. Oldenbroek spoke warmly of General President Daniel J. Tobin and praised his leadership of the International Brotherhood of Teamsters. He also recalled various meetings with Executive Vice President Dave Beck, particularly in Seattle during the International Labor Organization's maritime conference.

Colorful Career

The ICFTU leader is the top full-time official of the organization. That he is well qualified is seen from the rugged career of labor affairs and the war period in Europe. Master of many languages, Oldenbroek was a protege of Edo Fimmen, Dutch longshore leader who was Secretary-General of the International Transport Workers Federation.

During the war, Oldenbroek took general charge of underground activities and the restoration of trade unions on the European continent. He was sort of an unofficial "coordinator" of the trade unions of the Continent. He was a spark plug in the revival of unions and in the anti-Nazi activities of the workers of Europe. A passionate believer in freedom and democracy, Oldenbroek is fighting now in the world-wide battle for better conditions and improved standards for workers. In this fight he is glad to count as his co-workers the trade unionists of the North American continent.

A Bird Won't Tell Us!

The little bird tells people lots of things, but he won't tell us your address if you have moved.

Report your new address today!



Teamsters Win Texas Victory

THE contract with Alamo Motor Lines just won by Texas Teamsters is the final victory in the most concentrated series of legal battles in Texas labor history. Seven attempts by the employer to enjoin the union's peaceful picketing failed—for the union sought and won a court order restraining Alamo Motor Lines from further litigation on the current labor dispute.

Wage increases and insurance benefits for their members employed by Alamo were requested by Teamster locals in San Antonio, Houston, Abilene and El Paso. Several months of negotiations were fruitless, and on January 11, 1950, the union struck and picketed on Alamo operations from Houston to El Paso.

The first temporary restraining order against the union's activities, issued in San Antonio, was dissolved as soon as hearing was obtained by the union, and the court refused to enjoin picketing.

Alamo immediately went to the Court of Civil Appeals for prohibition of picketing. Injunction was again denied.

One hundred sixty miles from San Antonio, employer petitioned the District Court in Houston for a temporary restraining order against refusal to interline, and at the same time, in El Paso County on the western border of Texas, another injunction was sought. On hearings being held, both restraining orders were dissolved and the suits dismissed.

Improvising upon the now-familiar pattern of harassment, Alamo next persuaded several non-union employees to file suit, again in San Antonio, for an order against their fellow employees' picketing. The union obtained a hearing and Judge P. C. Sanders dissolved the injunction.

A few days later, Judge Sanders was presented with another request for injunction, alleging that the

Significant Court Battle Won Against Employer Who Sought to Prevent Peaceful Picketing; Success Is First of Its Type in Lone Star State

unions had committed acts of violence. Temporary restraining order was issued, but the court found on full hearing that the acts of violence had been mistakenly laid at the union's door, and refused to enjoin peaceful picketing.

Employer next attempted to obtain from Judge Quin in San Antonio an injunction against interline carriers' refusal to interline. Injunction was denied.

When employer's counsel threatened to request additional injunctions in Gonzales and Cameron counties, Teamster lawyers (Mullinax, Wells and Ball, of Dallas, and Oliver and Peace, of San Antonio) turned the tables and themselves sought injunction against Alamo Motor Lines. Judge Quin issued an order restraining the employer from bringing other suits in connection

with the labor dispute. The union was now free to picket for the improved working conditions.

The expense and trouble of fighting Alamo's abortive efforts to curtail Teamsters' constitutional rights have not been wasted, for this is the first time in Texas that a union has succeeded in enjoining an employer's crippling propaganda and restrictions. The notorious anti-labor laws of Texas are potent weapons in the war of attrition carried on against unions in the state, and employers' indiscriminate and uncontrolled use of injunction has previously robbed union members of their most telling retaliation—arousal of public opinion by publication of labor disputes. The retributory injunction granted to the union in the Alamo case is a precedent for fair and honest adjudication of future labor controversies.

Highway Law Changes Pending

Long-range highway construction plans, protection of highway funds, and changes in weight requirements have been occupying the attention of legislatures in several states.

Rhode Island has named an eleven man commission to make a study of road building in that state and report its findings by December 31, 1950. A new Georgia law creates a State Highway Board with responsibility for long-range planning and road construction and the state of Idaho has under consideration various bills designed to carry into effect recommendations of the state's highway study committee.

Legislatures in three states—New York, New Jersey and Mississippi—

have proposals to forbid by constitutional amendment diversion of highway user funds. Anti-diversion bills are either up or will be considered by legislatures in Virginia, Massachusetts, Louisiana and Rhode Island.

Four states are considering bills to increase the permissible length of busses from 35 to 40 feet—Georgia, Massachusetts, New York, and Virginia liberalized weight bills have been introduced in Mississippi and Virginia.

Penalties for violating weight regulations are also receiving attention with new teeth being put into weight laws now on the books in several states.

LABOR DECISIONS

THE INTERNATIONAL TEAMSTER, in reporting decisions of the National Labor Relations Board, state and Federal courts, is providing the membership with general information. These data are not to be taken as legal advice, but merely factual reports on cases involving labor.

Teamsters Win NLRB Case Involving Process Workers

Employees in a fig packing house are "employees" and not "agricultural laborers" according to a recent decision of the National Labor Relations Board in a West Coast case involving a local union of the International Brotherhood of Teamsters.

The distinction made by the NLRB is important since agricultural workers are exempt and processors in a cannery or plant are not.

The case involved the Roberts Fig Company and the Dried Fruit Nut Packers, Dehydrator Warehousemen's Union No. 616, International Brotherhood of Teamsters. The Roberts Company is engaged in growing and packing figs. The evidence showed that 68 per cent of the figs handled the previous year were grown on the packer's land or on land leased by it.

Many operations are necessary before the product is ready for marketing. The local union contended that all production and maintenance employees who work on the figs from the time they are taken from the storage constituted a unit appropriate for collective bargaining. The packer claimed that the workers were "agricultural laborers" and hence ineligible to be considered as coming under the labor law.

The NLRB agreed with the Teamsters' union and held the union was appropriate. The Board said:

"In the situation now before us all operations performed by the Employer prior to the testing of the

stored figs for infestation, are commonly performed on farms engaged in the production of that fruit. On the other hand, it is clear that testing, grading, washing, steaming, grinding, and packaging of figs such as are done herein by the Employer are generally performed by commercial establishments and not by the growers themselves. Furthermore, they involve to some extent, a material change in the product through steaming and mashing. Finally, we note that an appreciable portion of the crop processed by the Employer is grown by others. Under these circumstances we find that the employees at the Employer's packing house are not exempted from the provisions of the Act as coming under the definition of agricultural laborers."

A representation election was directed by the Board.

Decision on Bargaining Won in Burlington, Iowa

Warehouse employees were classified as an appropriate unit for bargaining in a case involving a general drivers' local in Burlington, Iowa, according to a recent decision of the National Labor Relations Board.

The case involved the General Drivers, Warehousemen & Helpers Union, Local No. 218, International Brotherhood of Teamsters and the Benner Tea Company of Burlington.

There was a difference of opinion as to the extent of representation by the Teamsters' local. The local union sought to represent all the employees in the warehouse except the driver-salesmen, office and clerical

employees, guards, and supervisors. The company, on the other hand, wanted to limit representation by the local to warehousemen, truck drivers, and garage mechanics, all of whom had been represented by the union since 1941.

Four categories of employees would be added by the union's contention to those previously represented: fresh meat department employees; maintenance or carpenter shop workers; coffee and extract department workers; the car washer; the janitor, and the home service department warehouseman.

The employer opposed inclusion of these employees on the grounds that the union had not represented them previously; the functions were unlike and the groups have different supervision.

The NLRB said that these contentions of the employer were "without merit."

"The unit which the petitioner (the union) seeks is generally classified as a production and maintenance unit. It is one which the NLRB finds appropriate," said the Board.

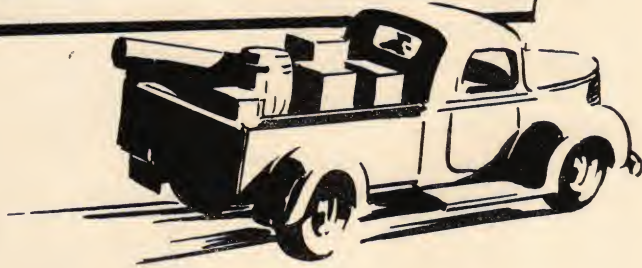
The Board directed a representation election and excluded therefrom only the fresh meat truck driver (whose truck driving was incidental to other duties) and the head of the coffee and extract department who was a supervisor.

Trial Examiners Must Avoid Appearance of Unfairness

Trial examiners of the National Labor Relations Board must be fair in their dealings and hearings in field cases, say members of the Board.

A recent case points up the insistence on fairness by the members of the NLRB. The case involved glove workers in the Mid-West and was remanded for a rehearing when the NLRB reviewed the case. The Board said the examiner "must avoid even the appearance of a partisan tribunal in his conduct."

SHORT HAULS



Heads Red Cross Drive

Harold Scott, member of Local 680, Milkdrivers and Dairy Employees, Newark, N. J., has been named chairman of the residential division of the Red Cross campaign in his city.

Bro. Scott, a member of his Red Cross chapter for the past seven years, is vice chairman of the chapter and a member of the executive board and the board of directors.

Friend of Labor Dies

Joseph R. Sherman, 42, attorney for Local 297, Hazleton, Pa., died suddenly of a heart attack on Saturday, February 25.

Attorney Sherman was highly regarded by organized labor in his community. He recently tried a case in behalf of Local 297 before the Labor Board Common Pleas Court and the State Supreme Court. The Labor Board granted bargaining rights without an election. There was between \$6,000 and \$10,000 due in back wages.

The day before his death he spent handling a case for Local 297, according to Charles Cartwright, business representative.

He began to represent local unions in Hazleton six years ago, first representing the Teamsters. He handled cases for almost every local in the area and, in many instances, without pay, as the locals could not afford to pay him.

Virginia Driver Honored

Brother Oscar Lewis Carter, Richmond, Va., a member of Truck Drivers Local 592, has received special commendation for 25 years of truck driving without an accident of any kind. The commendation was made in a nation-wide contest by the American Trucking Association, Inc., of Washington, D. C.

Brother Carter has driven a truck for Carter Brothers, contract haulers, since 1924 without being involved in a chargeable accident. He has been a member of Local 592 since his initiation on March 18, 1939.

The Virginia Highway Users' Association in July named Brother Carter as the "Virginia Driver of the Year."

Brother Carter attributes his good driving record to the service men who keep his truck in condition and to the Virginia Highway Department. Carter says he keeps a close lookout for women drivers and for farm-operated vehicles and exercises extreme caution when he encounters them.

Drama in Manhattan

It was like a sequence from a thrilling movie and Brother Al Abrevaya of Local 804, Long Island City, N. Y., still can't quite believe it really happened.

One morning recently, Brother Abrevaya was driving his delivery truck in Manhattan when he was startled to see a large truck, minus

its driver, rolling down a hill, gaining speed as it went.

Grazing parked cars, the truck began to pick up speed as Brother Abrevaya leaped from his cab and raced after it. As he jumped on the running board he saw an elderly woman loom up ahead. Desperately he swung hard on the steering wheel and missed her by inches.

She had not seen the truck bearing down on her. As she saw it flash by, the realization of her narrow escape caused her to faint.

Brother Abrevaya's troubles were not yet over. As he clambered into the cab, he saw a group of electrical cable workers in a manhole before him. Standing on the foot brake and reaching for the emergency, he stopped the truck just in time to save them from possible death or injury.

He returned the runaway to its rightful owner, went back and picked up his cap, recorded the details in his log, then went about his route.

Truck Scrappage on Rise

The number of trucks being scrapped has taken a sharp upward course, according to a survey made by a nationally known directory service.

In 1949 a total of 384,038 trucks disappeared from registration and are assumed to have been scrapped. This is well above the 25-year average of annual scrappings which is 258,980.

The 1949 scrappage figure represents 6.4 per cent of the motor trucks in operation.

The figures for passenger cars, on the other hand, show that fewer cars were scrapped in 1949 than has been the average for the 25 year period. Last year 1,220,041 cars were scrapped which is 3.45 per cent of the cars in use and is below the average scrappage figure which is 1,601,940.

These figures suggest that the annual replacement market in automobiles is 1.5 million passenger cars and a half million motor trucks.

Waterloo Member Wins Iowa Award

For heroic lifesaving efforts and traffic control at the scene of a fatal car accident, 35-year-old Thomas



Thomas Woodall

Woodall of Janesville, Iowa, a member of Teamsters Union No. 650 of Waterloo, Iowa, was named by the Iowa Motor Truck Association as the Iowa trucking industry's driver of the month for February, 1950.

Tommy, as he is known to his fellow workers and members, has been a member of Local 650 since September, 1946, and has a ten-year driving record without a chargeable accident. Tommy is also a veteran of two years' Marine service in World War II, including ten months overseas in the South Pacific and China theaters of war. He is a driver for H. & W. Motor Express on a run from Waterloo to Davenport and return.

On his regular run with a semi-trailer-load of general freight, Tommy was the first to arrive at the scene of an accident at 5:30 p. m., December 20, 1949, on U. S. Highway 20, about four miles west of Independence, Iowa.

A car had struck a bridge abutment and flew through the air, crashing through the ice of a creek. Two passengers had been thrown clear of the car, but were dazed and injured. The driver of the car, a 21-year-old Waterloo man, fatally injured, was trapped in the wreckage and under the ice. Tommy stopped his truck and first gave three fusee flares to other passersby to use in directing traffic past the accident in the early evening darkness. He then waded into the icy water, four feet deep, in bitter cold, to remove the driver from the partly-submerged car. With another man, identity unknown, he took turns applying

artificial respiration in a futile effort to save the driver's life. In the meantime though, someone had called an ambulance.

In addition to the "Driver of the Month" award, Tommy received a special citation from the State Department of Public Safety. "No one else seemed to know what to do," the state police reported in recommending the citation. "Woodall took charge, placed flares along Highway 20 and pulled a body out of water three and one-half feet deep, and stayed at the scene about half an hour, then, soaked from going into the creek to remove the fatally injured driver, he resumed his trip."

Canada Automobile Shipments Increase

A new record in shipments of trucks, passenger cars and commercial vehicles was established by Canadian manufacturers in 1949, according to an announcement recently made by the Dominion of Canada.

Total shipments for 1949 aggregated 290,634 units as compared with 264,178 in 1948, marking an increase of ten per cent. The previous high point was in 1941 when the figure was 270,191 units when the output was largely commercial vehicles for wartime use.

The 1949 truck increase over the figure for 1948 showed a hike from 96,388 to 97,680.

Gas Octane Rating On Constant Rise

As the vacation season rolls around again motorists may be wondering whether the quality of gasoline they will be using is improving. If the experience of last summer is any test, the answer would be "yes," according to studies by the United States Bureau of Mines.

Both regular and premium-priced gasoline in the summer of 1949 rated higher than did the same grades the previous year, says a re-

Maud Fights Back?



Showing her arrogance for new-fangled traffic schemes, a horse in Boston nonchalantly chews on a parking meter. The photographer who snapped the picture neglected to report whether Miss Horse was just plain disgusted with autos and such or whether she was a bit hungry.

port recently made public by the federal agency.

The average octane rating for premium-priced gasoline in 1949 was 88 as compared with 86.1 and 85.9 in the two previous summers.

ILO Surveys Global Costs of Living

Living costs are going up in some countries and down in others, according to a 34-nation survey made by the International Labor Organization.

In 23 countries costs are up while in the other 11 they are down. Costs are down in France, Switzerland, Italy, U. S. A., Philippines, Iran, Indonesia, Israel, Uruguay, India, and Hawaii.

Among the countries which showed increases, some with sharp raises in living costs, include Peru 19 per cent; Mexico 6.8 per cent; Spain 7.9 per cent; Chile 20.6 per cent, and Australia 9.3 per cent. Other increases averaged less.

TEAMSTERS IN *Sports*

All-America Grid Star West Coast Teamster

*Ray Frankowski, Former University
Of Washington Great, Serving as
Organizer in Southern California*



SOUTHERN California Teamsters are proud to have a former all-American football star in their organization. His name is Ray Frankowski, former University of Washington All-American Guard and more recently a member of the Los Angeles Dons professional football team, now an organizer for the Western Warehouse and Produce Council in Los Angeles.

Frankowski excelled in sports from the day he entered Hammond High School in Hammond, Ind. A native of Chicago, Ill., Ray played football and was on the high school wrestling team for four years. He held the State High School Wrestling Championship for three years and was named All-State high school guard (football) in 1937, his senior year.

Help Wanted!

Your magazine hopes to make "Teamsters in Sports" a regular feature. Members are urged to submit material for this department to their Local secretaries. Any Teamster who has been outstanding in any sports will provide good material. Send it in today.

As his high school career in sports was coming to a climax, Brother Frankowski was swamped with scholarship offers from virtually every big-name college in the country, including Notre Dame. He finally decided to accept the scholarship at the University of Washington in Seattle.

During his four years at Washington he played three years of varsity football and became the favorite of football fans throughout the Pacific Coast Conference. Again, as in his earlier high school days, he was honored by being chosen All-American Guard for the 1940 and 1941 seasons.

Along came the war and Frankowski enlisted in the United States Navy in 1942, where he was to spend the next 44 months. He served as an Aviation Machinists's Mate and was made an instructor in aviation machinist work at Navy Pier in Chicago.

Returning home from the service in 1945, Frankowski soon found that he had not been forgotten in football circles where he had won such high honors in the past.

He was immediately signed to play guard for the powerful Green Bay Packers in the National Foot-

ball League. He remained with the Packers for one season.

Leaving the Packers, the former All-American joined the All-America Football Conference by signing with the popular Los Angeles Dons team in 1946.

Frankowski's brilliant play with the Dons won him the admiration of his teammates and the ticket-buying public during the three seasons he played with the Los Angeles team. He remained with the Dons through the 1946, 1947 and 1948 seasons.

Following the 1948 season, which was one of his best in football, Brother Frankowski quit pro football to take a job as an organizer with the Western Warehouse and Produce Council in Los Angeles in January of 1949.

Since joining the Teamsters, he has had numerous offers to return to pro football, but Frankowski has turned them all down to remain with the Teamsters organization in the West.

Frankowski lives in Hollywood with his wife Eleanor, whom he married in 1942 while in the Navy. The happily married couple have known each other since childhood days and were high school sweethearts in Hammond, Ind.

Relax WITH US

In Booze Who?

Author, who has just moved into rooming house: "I am a writer, but I wish to remain anonymous."

Housekeeper: "By all means, sir. You may remain anything you like, so long as you're sober at all times."

★

You Guessed It!

Office Boy: "May I have the afternoon off?"

Employer: "I suppose so. No doubt your grandmother——"

Office Boy: "How did you guess, sir? She's making her first solo flight."

★

Left on the Hook

Jones, having offended Smith, was challenged to "fight it out." "I can't fight with my glasses on," he said to Brown, who was acting as referee, "and if I take them off I shan't be able to see him." "Well, then," said Brown, "take a good look at him, remove your glasses, and strike from memory."

★

Why Bother?

Salesman: "Madam, no house should be without this invaluable encyclopedia."

Prospective Customer: "Oh, I'm quite sure you're right. But you see, our daughter, Cynthia, will be home from college next month, and naturally we shan't need it then."

★

Solution

Willie, who was at his friend's birthday party, had eaten innumerable little cakes. Finally, the hostess, fearing there would be none left for the other guests, said, "Willie, dear, I don't think your mother would want you to have any more cake, do you? You may be ill." "No, I guess not," Willie admitted, regretfully, adding brightly, "but I'm sure she wouldn't mind if I took some home."

★

Simple Financing

Joan: "Marriage is just wonderful. John and I share all our responsibilities."

Jane: "But don't you find that difficult?"

Joan: "Of course not. I charge the bills, and John pays them. You see, it's perfectly simple."

★

Well Off

Mrs. Grant: "My dear, your husband is really quite hard of hearing. Why doesn't he do something about it?"

Mrs. Brant: "Oh, he feels it would be foolish to do it just now. Junior is learning to play the clarinet, you know."

Economical

Mary: "John, dear, I bought a perfectly stunning hat today—only \$50. Do you like it?"

John: "I couldn't like any hat at that price. Why didn't you call me to ask me about it first?"

Mary: "But, John, you know I'm trying to economize. Whatever would be the use of wasting money on a telephone call. You remember, you said yourself it is the little things that count!"

★

A Point

Judge: "Why didn't you stop when the officer beckoned to you?"

Lady Motorist: "I should like you to know, sir, that I am not in the habit of stopping every time a man beckons to me."

★

One Thing Sure

Pat, paying his respects at the death of Mike, looked very dejected. A neighbor, noticing Pat's sad demeanor, said sympathetically, "You'll miss him, won't you?" "Well, I don't know," replied Pat, "but I do know I'll miss what he owed me."

★

No Joke

Hibbs: "Did you hear that last night someone robbed old Crawford of everything in his store except a carton of soap?"

Nibbs: "Dirty thief, eh?"

★

Uncontaminated

Manager: "Do you find that Miss Parks has a clear mind?"

Assistant: "Oh, definitely—never has a thing in it."

★

Say Sir!

Golf Instructor: "I'm afraid, sir, that you are not addressing the ball in the proper manner."

Would-be Golfer: "Oh, nonsense. Surely it's not necessary to be so con-foundedly formal."

★

Sure Way

Ted: "There was a tremendous crowd out to watch the parade today, and only one policeman to keep order. At one point it looked as though he might be overpowered."

Ned: "How did he manage to hold his own?"

Ted: "He waited until he got pushed to the wall, and then took off his hat and asked for contributions to the policemen's ball. You should have seen that mob disperse."

The Wheel

(Continued from page 23)

hicles. Absence of roads and bridges in the highlands country was a great detriment to orderly and progressive development. He instituted new methods in bridge building and some of his designs seem somewhat unorthodox, but his structures proved serviceable and as a result of his road and bridge building activity in the early 1800's, the British Isles marked new strides in transportation for the hauling of personnel and material.

The modern macadamized road as we know it today goes back to one of Telford's contemporaries—John McAdam—who lived 1756-1836. He felt that much of the road troubles in England were due to the waterlogging of the clay bed. He developed a hard surface of granite and other hard stones pressed together. Today we know that he paid too little attention to foundation work, but he made an earnest effort to bring forward a new type of road surface and indeed added immeasurably to progress. He refused a knighthood from the King of England, but did accept a 10,000-pound grant.

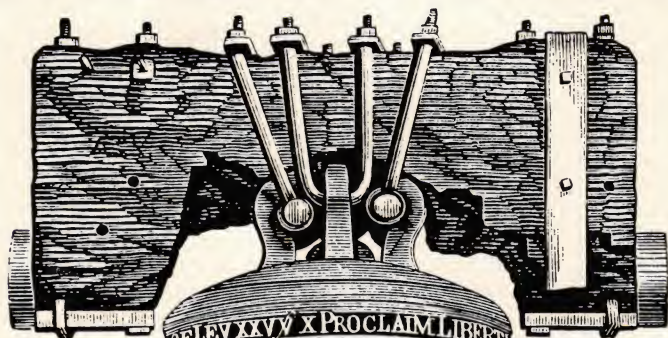
Modern macadamized roads consist of a lower layer of broken stone well rolled with a layer of broken granite with which are consolidated sand, gravel and stone chips. Depth depends on road traffic and weights to be borne on the highway.

To keep dust down tar was spread on the road in early development stages and a little later top-dressing of broken stone with a bituminous compound was used. Great progress came in this type of road with the use of the steamroller in 1863. This device enabled roadbuilders to provide pressure and smoothness to the surface.

Much that we have today we owe to these three pioneer builders—the blind Metcalf, Telford, the bridge builder, and the originator of the macadam surface.

All Roads Lead To

PHILADELPHIA *in '50*



The 5TH A.F.L.
UNION INDUSTRIES
SHOW

Philadelphia
Convention Hall

May 6 7 8 9 10 11 12 13, 1950

From near and far, unionists (and non-unionists) will head for Philadelphia to witness the mammoth spectacle of the Fifth Union Industries Show. Again they will see a gigantic and colorful pageant of union-made goods and services. Dazzling displays! Name bands! Strolling entertainers! Free merchandise and premiums! The Teamsters International will again take a leading part in the extravaganza with an imposing exhibit. Make plans now to see this great show. Take the family along!



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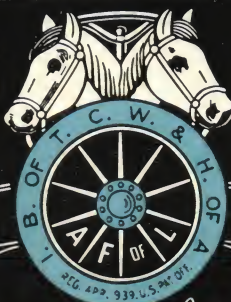
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